

# SECRET

## INFORMATION REPORT

COUNTRY Austria

SUBJECT Korneuburg Shipyards

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1. The Korneuburg shipyards, although administered by the Soviet-controlled DDSG, work exclusively for the SDGP. Comment: In this connection, it should be noted that the Soviet DDSG is largely an administrative organ, and controls only a handful of vessels, such as small pleasure craft and harbor service craft. The SDGP controls Danube traffic; Austrian vessels which operate in Soviet controlled waters have been requisitioned by, and fly the flag of, the SDGP.) At present, the 800 shipyard workers and employees are fully occupied in reconditioning vessels recently raised. These are for the most part barges and tugs sunk during the war in the lower Danubian countries, raised, and then towed to Korneuburg for overhaul. None of the ships now in the stocks was recovered from Austrian Danubian waters.
2. At the moment, eight tugs are being completely overhauled in the yards, and lesser repairs are being made on twelve other craft. Identifiable craft include the former DDSG express steamer "Helios", and two former Greek tugs, legal property of a Romanian shipowner, the "Nutri" and "Bumi", all have now been taken over by the SDGP. Since raising and salvage operations are undertaken only by trusted Communist crews whose first task is to obliterate any markings of a recovered vessel, identification of most salvaged craft is impossible. No new building is now going on in the yards.
3. Although repair work is in full swing here, no repair parts or materials are stored at Korneuburg. Each job of reconditioning requires a separate statement of necessary repairs and amount, type, and estimated cost of materials involved. These must then be ordered through the Soviet administration. Small mechanical parts can, however, be made in the Korneuburg workshops or salvaged from vessels beyond repair.
4. The chief of the Korneuburg shipyard is a Soviet naval construction engineer, Director CHARNAKIANOV. His assistant, a former DDSG building engineer named MAHR, is capable, energetic, and, **ideologically, a Communist.**
5. Workers and employees are paid according to Austrian wage agreements and in all other respects enjoy the same rights and privileges as other Austrian workers. Political pressure from the Soviets is negligible. Food in the shipyard kitchen is good, and occasionally additional rations are given to the workers. Recently, signs of money shortages have occurred in the form of late payment of workers' wages. They have been receiving only a portion of their

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pay on the specified payday and the balance several days later. These conditions have not so far extended to the white collar workers.

6. The shipyard guards consist mainly of former employees, who, for reasons of physical disability or other causes, are no longer valuable as workers. They wear no uniforms, carry no arms, and receive no military instruction.

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